

Arrival and Departure of Mails.

LOCAL BUDGET.

MANY THINGS OF MANY KINDS.
More than one hundred horses are in training in this State for the spring racing season.

Communication by telegraph has been re-established between this city and all points East and South.

Among the arrivals at the Louisville Hotel yesterday was Col. Charlton Morgan, brother of the late General John H. Morgan.

His Honor Mayor Tompsett has fully recovered from his late injures, and is now in the active discharge of his duties as Chief Magistrate.

The trains on all the railroads converging at and diverging from Louisville, somewhat interrupted by the late tornado, are again running on time, and the roads have all been put in good order.

Bishop McClosky, of the Diocese of Louisville, was recently ordained in Rome.

We are stated yesterday, the Bishop is likely to arrive here and enter upon his holy office during Pentecost.

There is an unusually large and choice display of flowers and plants in our market at this time. Floriculturists, while dispensing their fragrant and beautiful crop, are harvesting the greenbacks in abundance. So be it.

Our hotel registers and other faithful guides in such matters, have, for the past few days, indicated a largely increased tide of travel in this direction. The idea of March have been decided propitious for the tradespeople of Louisville. They deserve it.

One thousand and ninety-two petitions in bankruptcy have been filed in the U. S. Commissioner's office in this city since June 5th, 1867, the date of the first petition. Of this number six hundred and sixty-two have been filed since the 1st of January last.

Mr. General Lovell H. Rousseau arrived at the Louisville Hotel yesterday morning from Baton Rouge, La. He is en route to New York City to join his daughter, Miss New York Rousseau, who went with her father, the General, to California last winter, and has arrived at New York, via California.

The alarm of fire at half-past 12 o'clock yesterday was caused by the slight burning of matress material in the third story of the building occupied by A. E. Colwedge, on Third street, between Market and Main. Sixty Watkins engine was promptly on the ground, but no call for it received.

The Portion of the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

At the Portion of the Harbor there about is eight hundred feet of paved wharf about

LOUISVILLE JOURNAL

THURSDAY, MARCH 19, 1863.

STRANGE ACCIDENT

ON THE INDIANAPOLIS AND CINCINNATI RAILROAD—A PASSENGER TRAIN BLOWN FROM ITS TRUCKS AND HURLED DOWN AN EMBANKMENT—FORTUNATE ESCAPE OF THE PASSENGERS.

The mighty breath from the lungs of the storm king that passed over us at an early hour yesterday morning, leaving some to the north more westward than in any other direction. So far as we have heard, it blew its strongest blast, from north to south, in the vicinity of Lawrenceburg.

The express train of the Indianapolis and Cincinnati Railroad, one here at 2:30 A.M. yesterday morning, had the most startling experience of the power of the storm. It was approaching the city at the rate of 40 miles an hour, when it crossed the Whitewater, it was suddenly brought to a stop. As it was about to enter the bridge, and just as the engine had reached it, the wind whirled around and carried the cars, left them off their trucks, as though they were paste-board affairs, and hurled them down the embankment, turning them completely over and right side up again, so that their front end was now at the bottom.

One of the cars was completely wrecked by the fall. Of course the most terrible alarm was felt by all the passengers until they recovered from the shock of the shock, and knew that the worst had come.

They knew nothing, expected nothing, until they fell themselves lifted and thrown in the wrong direction, turned heels over head, jammed, pounded, and hammered, as though they were in the most uncomfortable positions. When they commenced to extricate themselves from them, they were found to be bleeding profusely, and as they emerged into the dark, and saw the lights of the slight signs of the wreck, it was feared that many were terribly injured and some perhaps killed. Very fortunately, however, this was not the result. Many were badly bruised, several severely cut, but none were maimed, face, but none were dangerously injured.

The shock they experienced must have been very severe, indeed, for many of them were jerked about from floor to roof, and from roof to floor, and many were laid upon the floor. Milwaukee, who was badly cut about the head, states that when he came to he was in a seat far away from where he was when the accident occurred.

Mr. Jackson, a passenger, was quite easily cut about the head, as was also Captain George Clark, of this city.

Mr. John Eagan, the conductor, suffered in the same way, only more severely. Nevertheless he was perfectly working in time to extricate the passengers, and assist the people of Elizabethtown and Valley Junction, who kindly took care of them until they were brought up to Louisville, where they were sent.

Mr. Jackson, a passenger, foreman of the cars, was a good fellow, but like Mr. Eagan had bad luck, but, like him, continued to do his work. Mr. J. C. Aldridge had his wrist dislocated. He was thrown a distance, and many feet, before he could get up.

One of the men, Mrs. Moore, of Indianapolis, was somewhat injured internally, to what extent is not known. Several others were slightly injured, but no bones were broken. The company did every thing possible to make the passengers comfortable.—*On Commercial, 17th.*

A JEWISH WEDDING

BRILLIANT AND FASHIONABLE CEREMONIES AT THE SYNAGOGUE YESTERDAY AFTERNOON.

The occasion of the marriage of Mr. Jacob Jerejewski to Miss Ross Levy drew a large and brilliant assembly of friends to the Megan Davis Synagogue yesterday afternoon.

The services were highly conducted among our German citizens, and the ceremonies were marked by the elegance attached to their condition in life. The Jewish nuptial ceremonies, of course, were a little less formal, and the chuppah was supported during the service by four gentile gentlemen.

The marriage rites were pronounced in Hebrew, and the lecture of the Rabbi in German, the ceremony closing with the singing of the wim and the benediction. This latter is given by the Rabbi and the nearest relatives of the bride, who, on this occasion were her brothers. After the religious service, the wedding party were served a meal by Esquire Wilkinson, and the parties retired from the Synagogue to the residence of the Messrs. Levy, where a reception was had.

"And having decked with orange flowers."

Nashville Banner, 18th.

EXTRAORDINARY TELEGRAPHING—On Saturday night, under the instructions of Mr. Cyrus W. Field, a verbatim report of a speech delivered at the British and American Parliament, was sent over the Atlantic telegraph cable, and the journals this morning gave more space to Friday's debate in London than they did to the speech of Mr. Webster. No less than 150 columns are taken up with what Mr. Shaw Lefevere, Mr. Foster, Mr. Mill, and Mr. Gladstone said on the question of the Alabama claims, and it is thought that all the speeches had the whole debate here, this requiring two hours after the speeches were spoken in London.

This achievement is so wonderful that it is an exclamation of surprise and gratification even from the most hardened people. Even but a few years since the speediest way of communication with Europe was by packet ship, when a voyage of twenty days was thought short, and was considered safe. The news of the newspaper, which the eager news-reporter carefully made the most of, Dr. Dionsyns Lardner, who demonstrated scientifically the impossibility of crossing the ocean by steam, lived to read the news of the arrival by ocean telegraph from America, and the noble lord who publicly promised to let the first steamer that should arrive in Liverpool from New York still living and well, was dead before the news fast, what was the day before in Washington, or what steamship arrived in San Francisco from China, Japan and Australia.

There are merchants of New York, not yet old men, who remember when they thought themselves lucky to get news from Liverpool in thirty days, and who now get news from Liverpool in three days, and are surprised at getting them the occurrences of a day earlier than those of the rest of the world. A traveller who is more than ten days crossing the ocean grumbles as though he had been carried at a rate of 100 miles a day, but in a land and line which connects the Atlantic cable with New York delays our news for half a day, the whole mercantile community thinks itself outraged. It is notable that the Atlantic cable, in the center of the land line, no matter how fiercely the gale roar or how wild the sea, the Atlantic cable does not cease to carry the lightning.

N. Y. Eve Post.

UNDERWOOD'S ATTEMPT AT BRIBERY.—Another day has passed and no denial has been given to the charge of an attempt made by Underwood, Howard, Hinman, or any other member of the committee, of the charge that the fine named did, as the tool of Senator Sprague, offer a sum of \$100,000 to the President, or on condition that he would turn the influence of the committee of which they are members in favor of Chief Justice Chase for the Presidency—and that all the other committee were ready to sell themselves to him. However, this is in substance the charge set forth in a publication in the New York Telegram. Not only is there no denial, but we have positive information from more than one source that Hinman has been compelled to change his course.

We are told, further, that the man who is to be the chief witness in this case, Mr. Ellis, the mother of thirteen children, and one of them, Mr. J. G. Ellis, is nearly eighty years old. She reads, writes, and reads without the aid of spectacles. Her eyes are weak, and she cannot see far. She can, however, see clearly enough to use them. She conveys freely of the events of her early life, and takes great interest in everything that is transpiring at the present time. Mrs. Ellis enjoys good health, and is likely to live many years yet.

J. K. CAMPION, Agent.

REMOVAL.

M. FOX

Has removed his Store to

152 MARKET ST.

Between Fourth and Fifth Sts.,

10 doors below his former place.

mid-morn.

A REMARKABLE OLD LADY.—The oldest woman in Congress, and perhaps in the State of Kentucky, is Mrs. Anna Ellis, residing at the corner of Pleasant and Madison streets, who has reached her ninety-ninth year. She was born in Fairview county, and many miles from Louisville, and has never been outside of the state of Kentucky. Her son, Mr. Ellis, is the mother of thirteen children, and one of them, Mr. J. G. Ellis, is nearly eighty years old. She reads, writes, and reads without the aid of spectacles. Her eyes are weak, and she cannot see far. She can, however, see clearly enough to use them. She conveys freely of the events of her early life, and takes great interest in everything that is transpiring at the present time. Mrs. Ellis enjoys good health, and is likely to live many years yet.—*Cincinnati Times.*

THE SPRING FASHIONS.

Spring, with all the light and airy, and gay, and sprightly, fairies, that bring its charms to our delighted senses. A bright atmosphere, gentle breezes, and bright skies overhead are certainly enjoyable luxuries after the long, dreary winter. The general mass of the abominable mud and foot—foots—spotted with mud, and the conviction that blue skies alone cannot make us happy, any more than "greenbacks" can make street contractors fulfill their obligations. Short walking coats did not come into fashion so soon, and we are thankful that fashion, in the course of her tvergiversations and vagaries, actually invented something that for once proved practical—dresses, skirts, shoes, hats, etc., were all worn, and the girls, who were of our fashionable ladies, were converted into animated street sweeping machines, and much dust was daily created.

The tobacco market was very bazaar and active to-day. At the auction sales 200 hogheads were sold at prices ranging between \$3 and \$31 per 100 pounds. The bulk of the sales were in the medium grade.

The cotton market is still good, and prices fully up to expectations of dealers, though the telegraphic dispatches were not favorable in their tendency. At one time it was expected during the night, that the market would open at 20¢, but the bidding rather dull. One hundred and sixty-six bales were offered, and bids accepted on six-year bales at 19¢ per pound. Middling cotton, 22¢ per pound, good or ordinary, 21¢.

Porter, Fairfax, & Co. received pretty shipments of Arkansas cotton to-day from Cincinnati for New Orleans. The market is still good, and the price of cotton is 20¢ per pound, and 18¢ per bushel.

The pink Partie, Empire, Palestine, Major Anderson.

THE RIVER AND WEATHER.

The river rose yesterday until it attained the height of 19 feet 5 inches in the canal, and then began to recede slowly. At dark it had fallen 2 inches, though another rise was expected during the night. The water is now at 18 feet 5 inches. The mercury marked 50 degrees and the barometer 29.51, and rising.

R. GRIFFITHS is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner, subject to the decision of the Democratic Convention.

CHARLES ADAMS is a candidate for Police Commissioner, subject to the decision of the Democratic Convention.

W. H. SPARKE is a candidate for Police Commissioner.

D. R. GRIFFITHS is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner, subject to the decision of the Democratic Convention.

CHARLES ADAMS is a candidate for Police Commissioner, subject to the decision of the Democratic Convention.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.

W. H. SPARKE is a candidate for Police Commissioner.

JOHN H. SHIVELY is a candidate for Police Commissioner.

CHARLES ADAMS is a candidate for Police Commissioner.